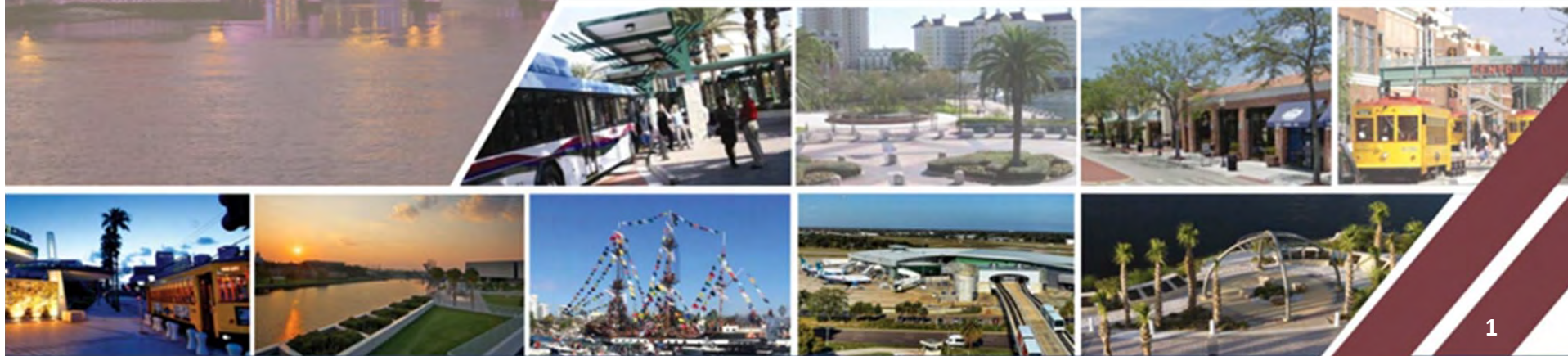


Connecting Our Communities

Why Multiple Modes Matter

City of
Tampa
Florida

**2015 ITE District 10/
FSITE 55th Annual Meeting
November 3, 2015**



Agenda



- Philosophy through Policy
- InVision Center City Plan
- Walk-Bike Master Plan
- Evolving Standards
- Complete Streets
- Example Projects
 - Resurfacing Program
 - FDOT/MPO Funded
- Enhanced Mobility
 - Bike-share
 - Additional Modes of Transportation
- Economic Development
 - Bike Benefit Districts
 - Events/Programs
- Questions



Philosophy Through Policy



- Integration of the City's Walk/Bike plan with InVision Center City Plan, Channelside re-development as well as other developments
- Coordinate with local agencies to explore alternative modes of Transportation
- Collaboration/support of a common vision for key components of our transportation system
- Establish framework for other improvements



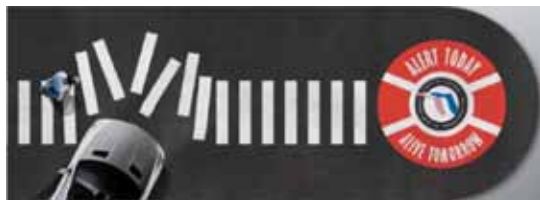
Philosophy Through Policy



- Statewide Bicycle/Pedestrian Focused Initiative
- Coordination with FDOT
- Cooperative effort to enhance safety and awareness



Strategic Safety Investments



Promoting Positive Change Through A Unified Approach



InVision Center City Plan



2011: InVision Center City Plan Launched

- Utilize planning and policy to create transportation modes for entire City
- Develop framework for other improvements
 - Landscaping/beautification
 - Creation of new programs for economic development
- Develop hierarchy of street levels to serve traffic and land-use needs

Pedestrian Priority Streets



Special Pedestrian Streets



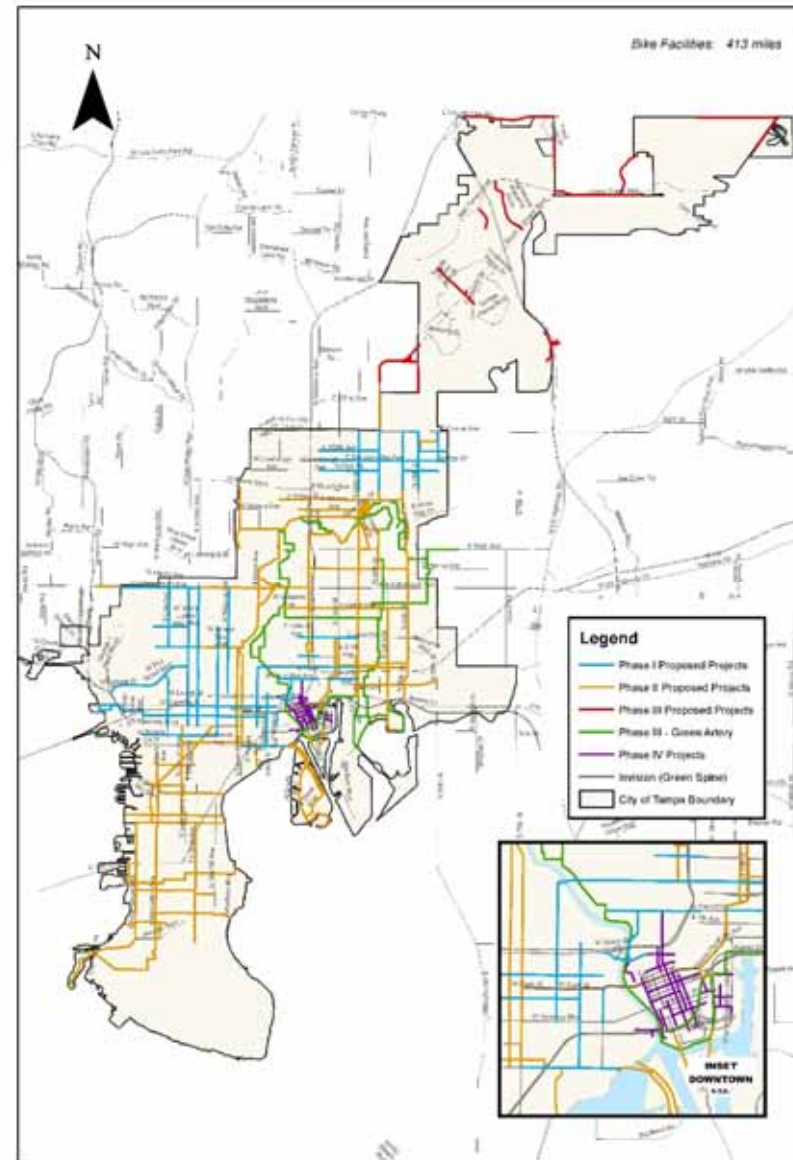
Transit + Mobility Streets



INVISION TAMPA
People. Place. Progress.

Walk-Bike Master Plan

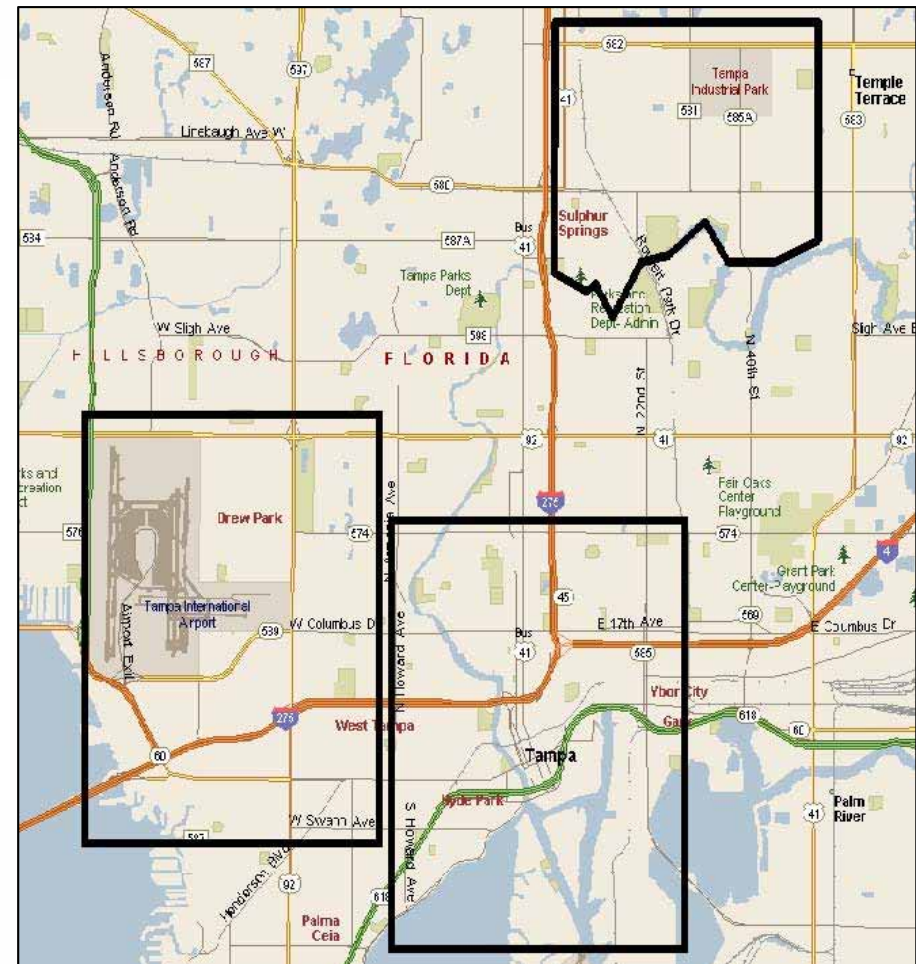
- Implement Comprehensive Plan and Long Range Transportation Plan
 - Business Centers
 - Urban Villages
 - Mixed-Use Corridor Villages
 - Primary Transit Corridors/Facilities
- Develop Multimodal “Grid”
- Identify Constructible Projects



Walk-Bike I (2011)

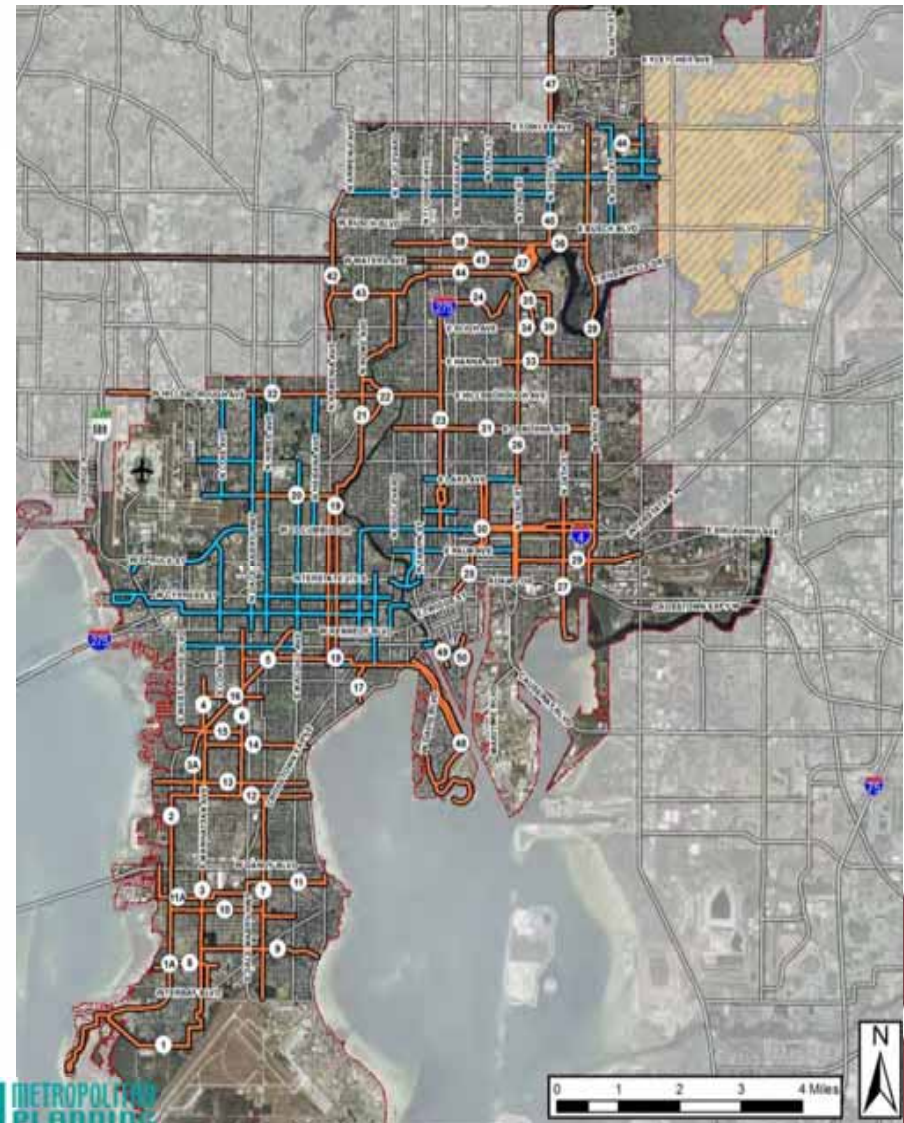
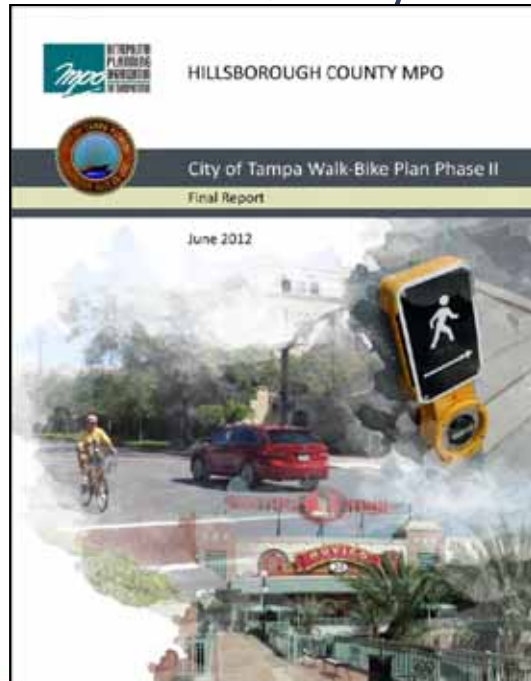


- o Enhance bicycle and pedestrian mobility
 - o 30 Roadway Corridors
- o Main Business Centers
 - o Downtown
 - o USF Area
 - o Westshore
- o Joint MPO/City Study



Walk-Bike II (2012)

- o Expanded Walk-Bike I
 - o West Tampa
 - o Central Tampa
 - o East Tampa
 - o Interbay Peninsula
- o Joint MPO/City Study



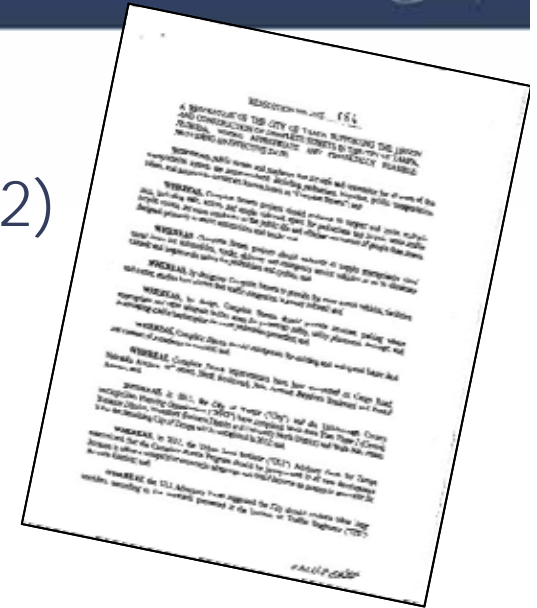
Complete Streets Resolutions



- City Resolution 2012-184 (Feb 16, 2012)
- Hills. MPO Resolution 2012-1 (Apr 3, 2012)

City Reso 2012-184; Section 4:

- **Sidewalk** space for pedestrians;
- **Bicycle lanes** or bicycle routes;
- **Appropriately sized travel lanes**
- **Transit** vehicles, facilities and routes;
- **On-street parking** where applicable;
- **Median use** for traffic flow, safety, and pedestrian refuge;
- **Buffer areas**
- **Landscaping/hardscaping**;
- **Land use context.**

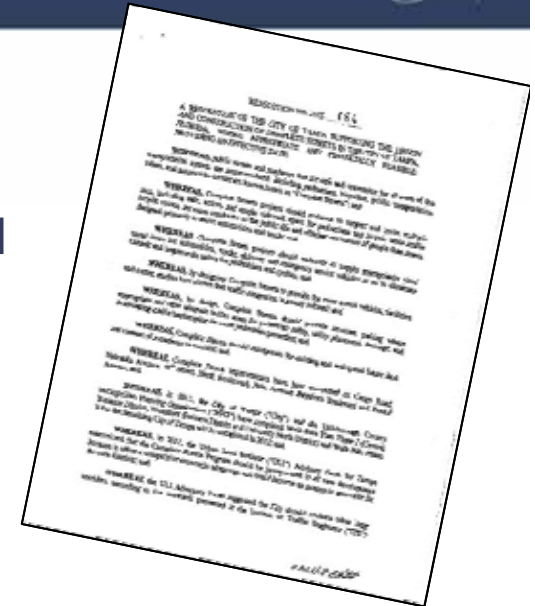


Complete Streets Resolutions



City Reso 2012-184; Section 7:

- That the provisions set forth in this Resolution should be employed where appropriate and financially feasible in all transportation planning, design, review, operations, **major maintenance projects (such as milling and overlay), new construction, and reconstruction projects.**
- City departments including Public Works, Transportation, Growth Management and Development Services and Parks and Recreation should consider the provisions of this Resolution as they plan, design and review improvements within the City's rights-of-way.



Walk-Bike II: Parts I & II (2013)



o Part 1: Connectivity to New Tampa



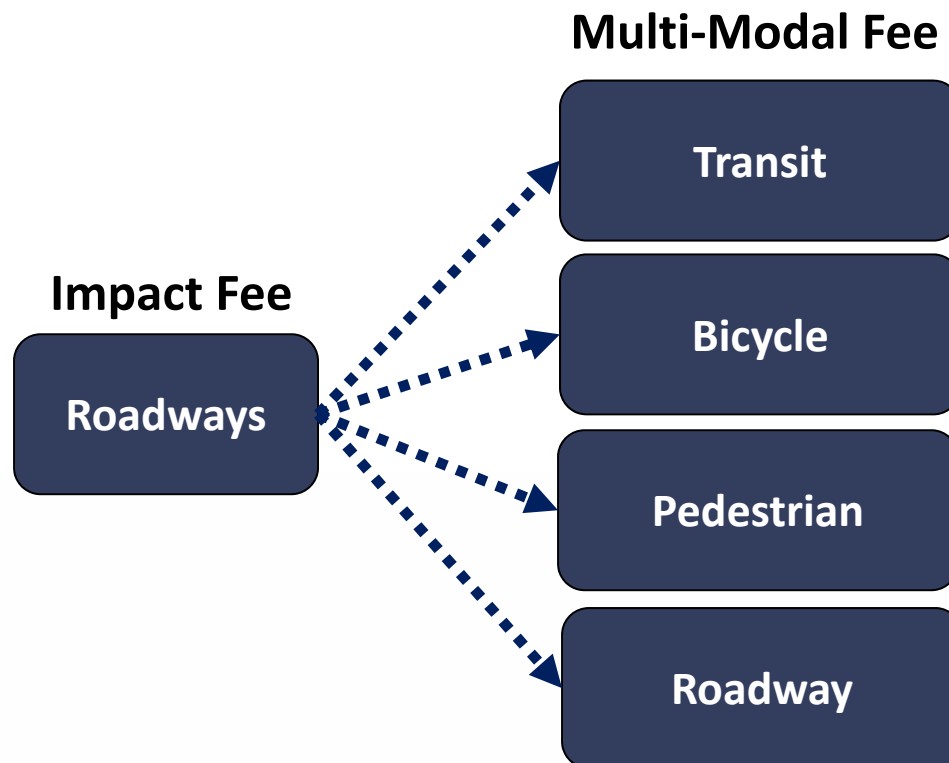
- o Hillsborough County MPO/City Study
- o Engaged with local neighborhoods

o Part 2: Green ARTerY



Multimodal Transportation Impact Fees

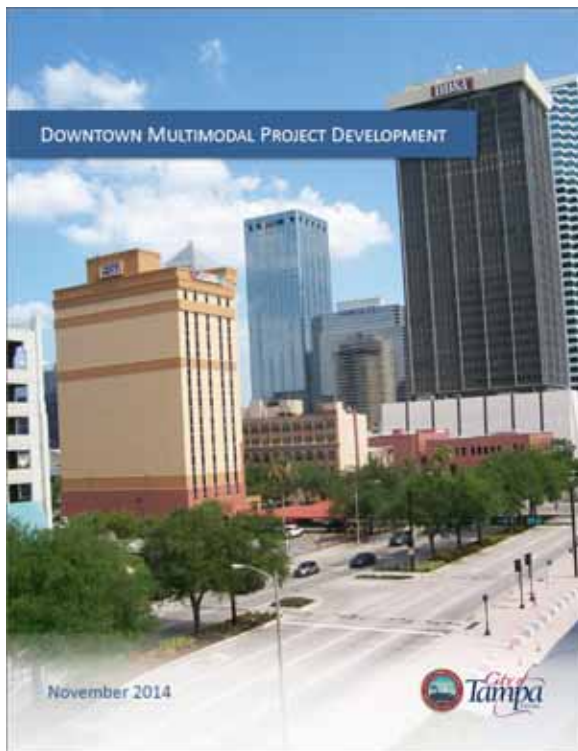
- Study Conducted (Jan – Oct 2014)
- Planning Comm. Hearing (June 8, 2015)
- City Council Adoption (July 16 & 30, 2015)
- Implementation (August 1, 2015)



Walk-Bike IV (2014)

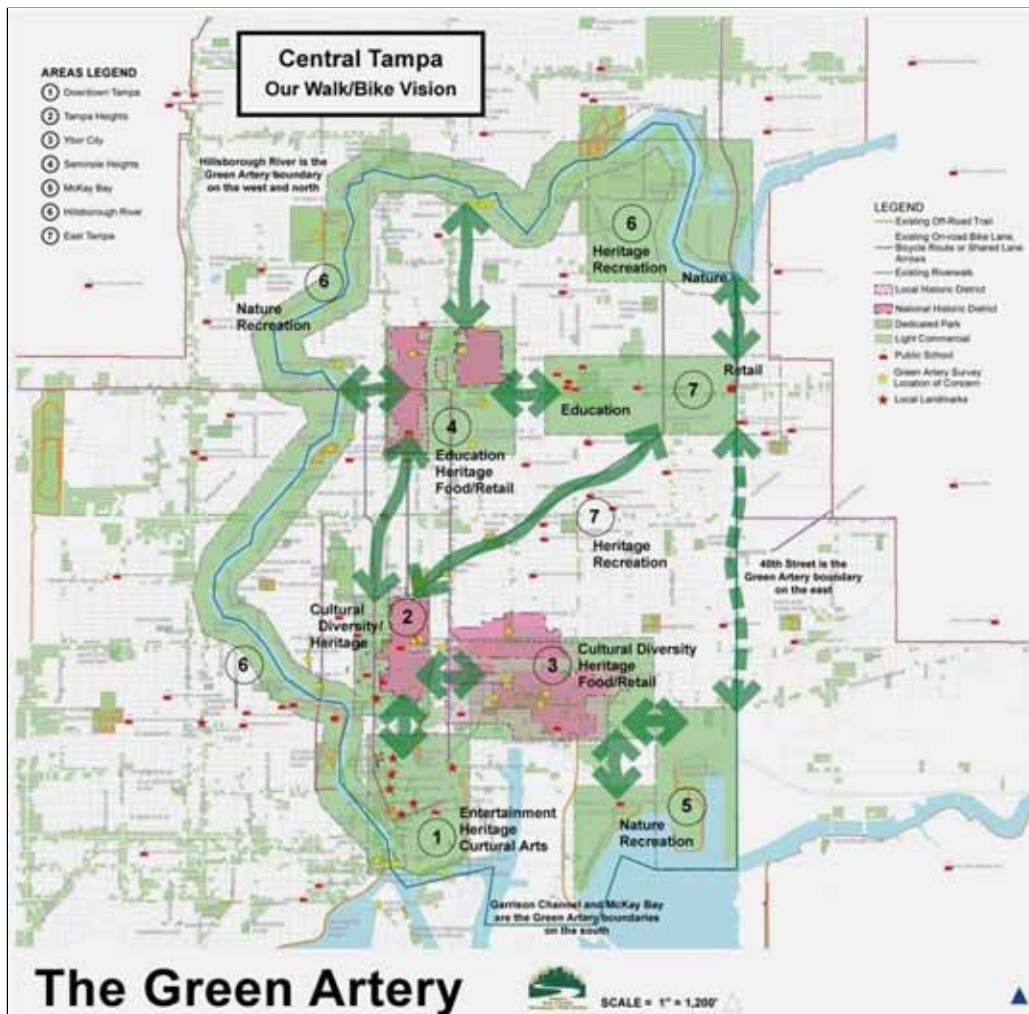


o Downtown Tampa Multimodal Project Development Study



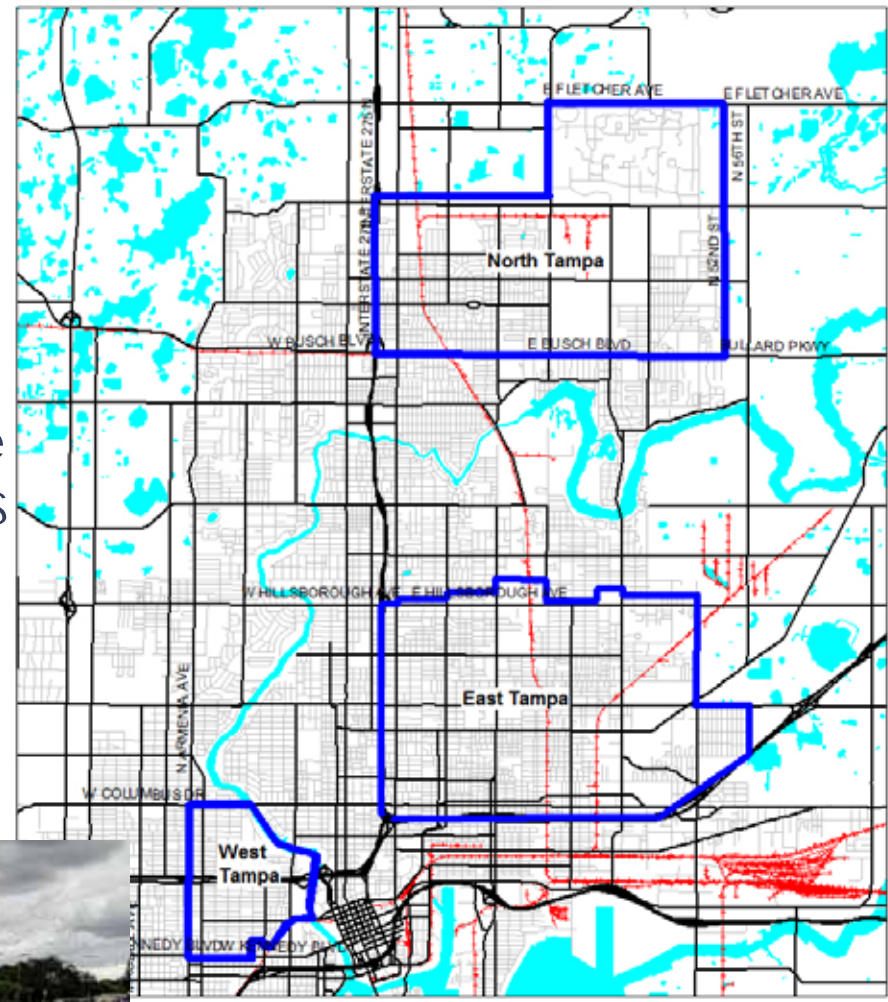
Walk-Bike V (2015-16)

- o Feasibility and Prioritization for Green ARTerY
- o Concept Development and Cost Estimates

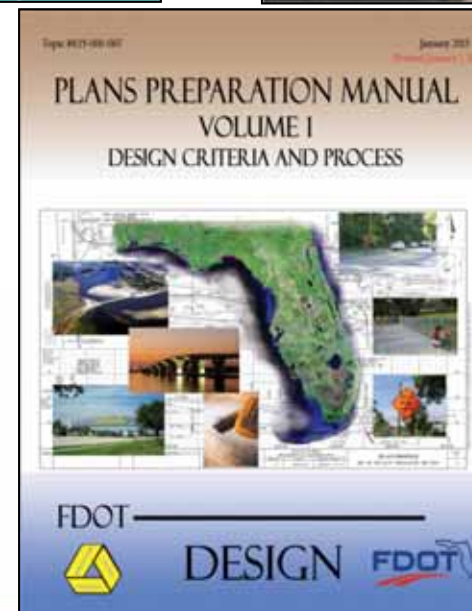
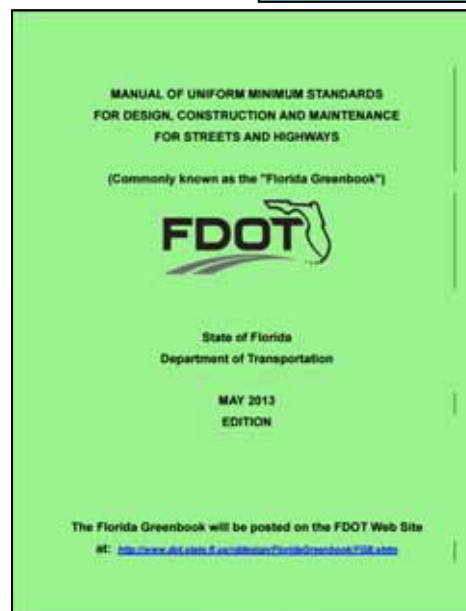
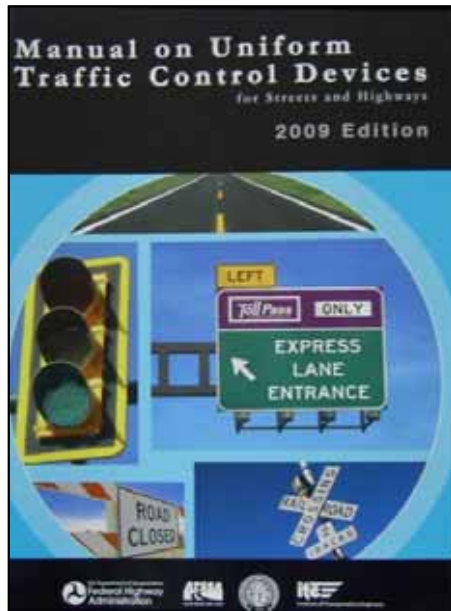
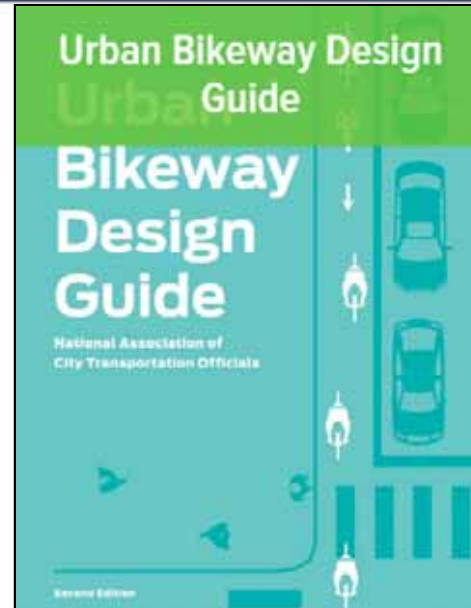
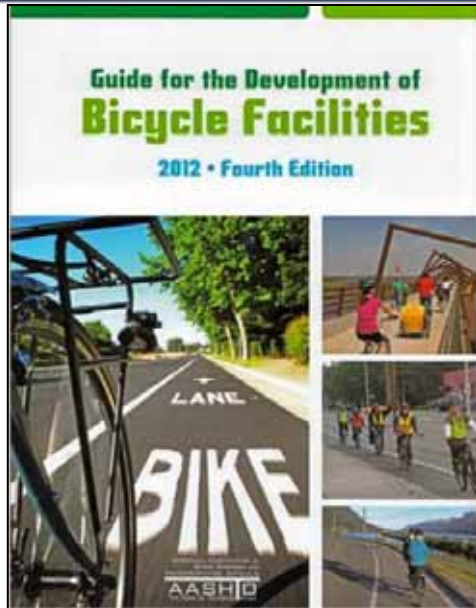


Citywide Pedestrian Safety Plan (2015-16)

- Current citywide study with emphasis in:
 - East Tampa
 - West Tampa
 - North Tampa
- To provide clear guidance for the locations and types of pedestrian improvements



Evolving Standards & Guidelines



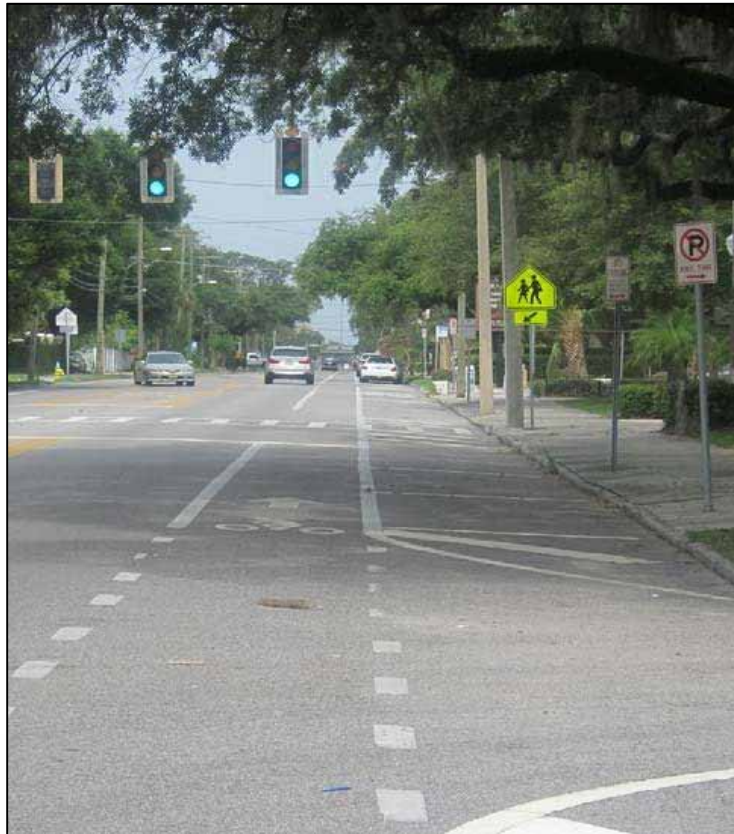
MUTCD Interim Approvals

- City of Tampa received approvals from FHWA for use of following items (Dec 2014):
 - Green Colored Pavement (1A-14)
 - Rectangular Rapid Flashing Beacons (1A-11)
 - Bicycle Signal Faces (1A-16)



Bicycle Safety & Awareness

- Proposed Bicycle Facilities Improvements



Conventional Bike Lane



Multi-Use Path

Bicycle Safety & Awareness

- Proposed Bicycle Facilities Improvements



Buffered Bike Lane



Shared Lane Markings

Bicycle Safety & Awareness



- Buffered Bike Lanes
 - Door zone area accidents can be deadly collisions
 - Typically, the bike's handle-bar hits the door, turning the front wheel to the right and sending the cyclist tumbling to the left – where the cyclist is then run over by a vehicle in the adjacent travel lane.
- Safer to locate bike lanes outside the door zone area
 - Increasing the space between the parked motor vehicles and the cyclist



VS.

SAFETY



Bicycle Safety & Awareness

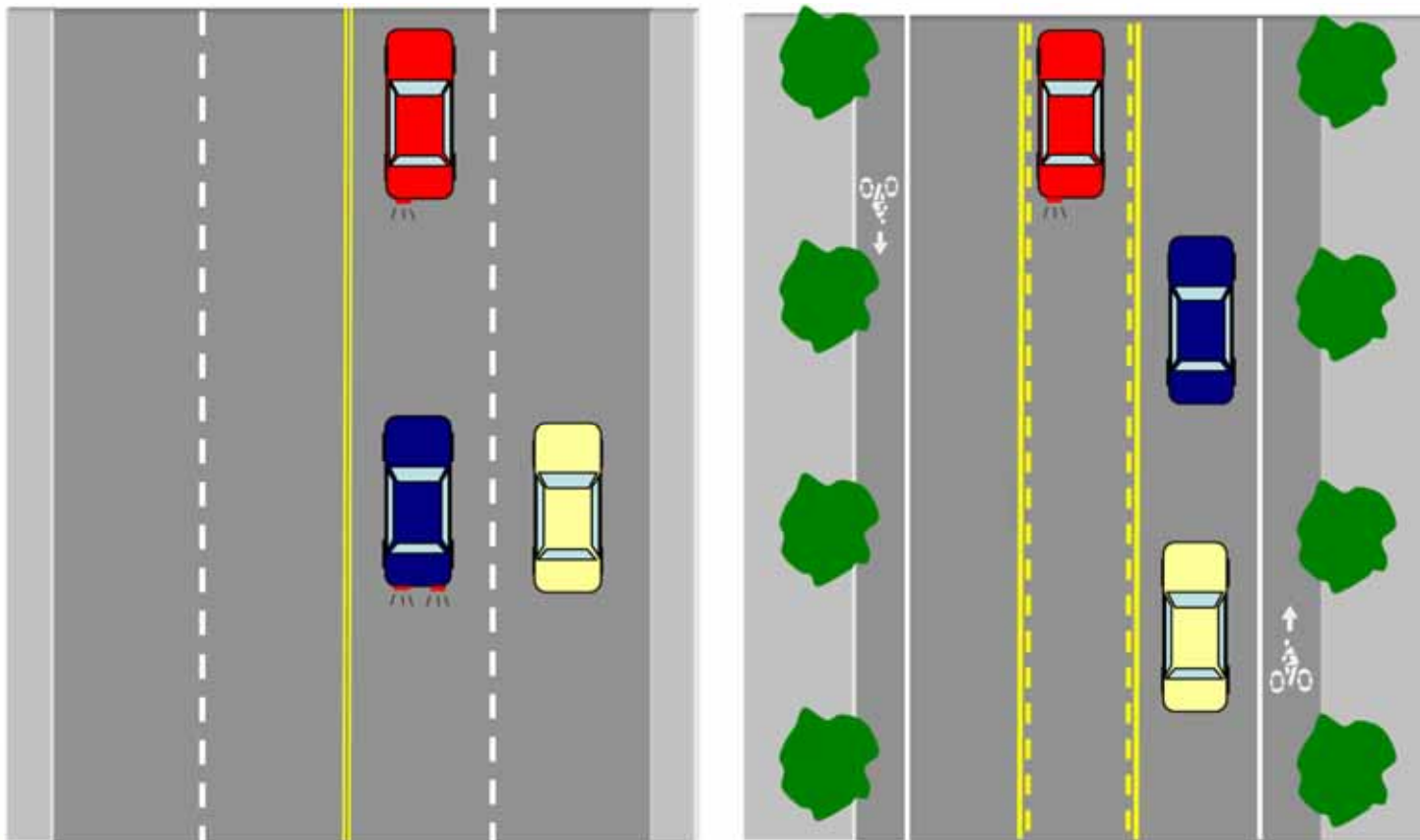


- Pavement Enhancements
 - The green colored pavement enhances the visibility of a bicycle lane in places where there is potential for conflict with motor vehicles.
 - The FHWA considers green pavement markings to be effective in increasing awareness of bike lane conflict areas.
 - Benefits include bicyclists positioning themselves more accurately as they travel across intersections.
 - Many bicyclists report feeling safer on green colored pavement because motorists are more aware of potential conflicts.



Complete Street Corridor Projects

- Lane Reallocation – Repurposing Roadway



Complete Street Corridor Projects



- | | | |
|---------------------------------|----------------------------|---|
| B Lighting | F Broad Sidewalks | J Textured Turn Lanes |
| C Furnishings | G On-Street Parking | K Street Presence from Buildings |
| D Materials and Finishes | H Bicycle Lane | |

Complete Street Corridor Projects



- Complete Streets – In the Making



Complete Street Corridor Projects

- Complete Streets – In the Making



Complete Street Corridor Projects



- Complete Streets – In the Making



Complete Street Corridor Projects



- Complete Streets – In the Making



Complete Street Corridor Projects



- Complete Streets – In the Making



Complete Street Corridor Projects



- Complete Streets – In the Making



Complete Street Corridor Projects

- Complete Streets – In the Making



Complete Street Corridor Projects

- Complete Streets – In the Making



Complete Street Corridor Projects

- Complete Streets – In the Making



City of Tampa Bicycle Facilities (Prior to 2011)



- Bayshore Boulevard (NB Lanes)
- West Shore Blvd (2001)
- Manhattan Ave (2006)
- Nebraska Ave (2007)
- Tampa St/Highland Ave (2008)
- Cargo Rd (2010)
- Euclid Ave (2010) – **First “Sharrows” in Florida**



Bayshore Blvd NB Lane



Nebraska Ave

Cargo Road



Euclid Ave

InVision Center City Plan



Green Spine Cycle Track – Downtown Segment (under Construction)



Scott Street Improvements (Design)



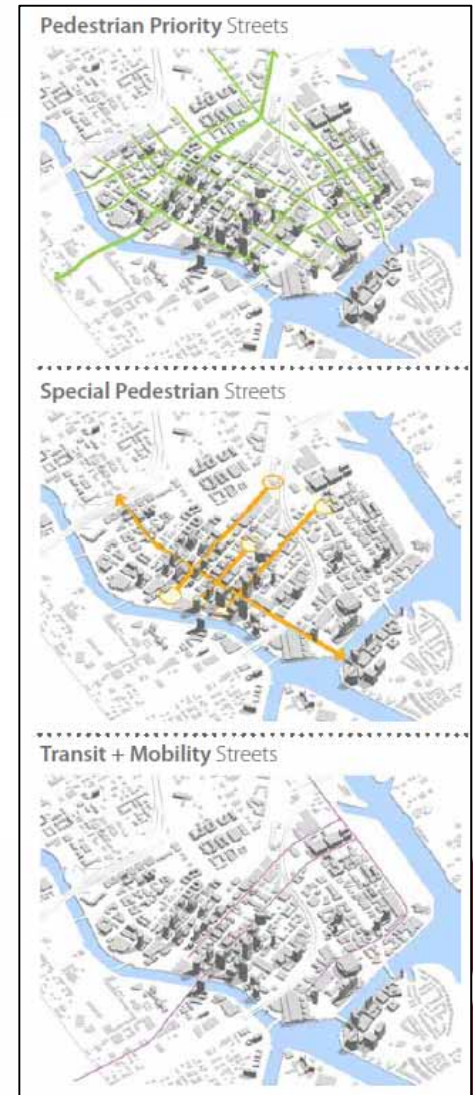
West River Redevelopment Plan (Ongoing)



Tampa St/Highland Ave/Florida Ave Corridor (FDOT/MPO/City) (Ongoing)



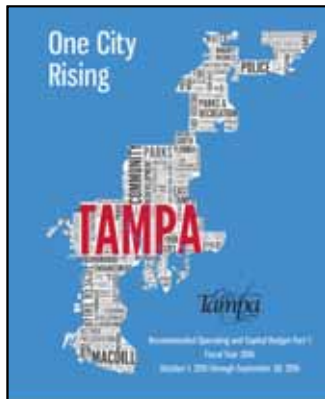
Downtown Streetscape Standards



Vision to Completion



- Resurfacing, Sidewalk & Complete Streets Programs
- Other Capitol Improvements Projects
- Transportation Alternatives Program (TAP)
 - Surface Transportation Program (STP)
 - ⇒ City submits projects through Hillsborough MPO
 - ⇒ MPO Prioritizes via Trans. Improvement Program (TIP)
 - Highway Safety Improvement Program (HSIP)
- Programs administered by FDOT via Local Agency Program (LAP)



Platt Street – Resurfacing Program



Cyclist on Platt Street



Cyclist on Platt Street

Buffered Bike Lanes, Door Zone Areas, and Green Pavement Marking



Buffered Bike Lane and Door Zone Area

Cleveland Street – Resurfacing Program



Green Conflict Zone



Green Conflict Zone at Cleveland Street and North Boulevard

Green Conflict Zone



Green Pavement Marking

Lake Ave – Resurfacing Program



N Boulevard – Resurfacing Program



N Boulevard – Resurfacing Program



BEFORE

Convert from 4-lane undivided to 2-lane divided cross-section

Provide Marked Bike Lanes

Install High-Emphasis Crosswalk Markings

Provide Center Turn Lane

AFTER

Swann Ave Bike Lanes – Resurfacing Program

BEFORE



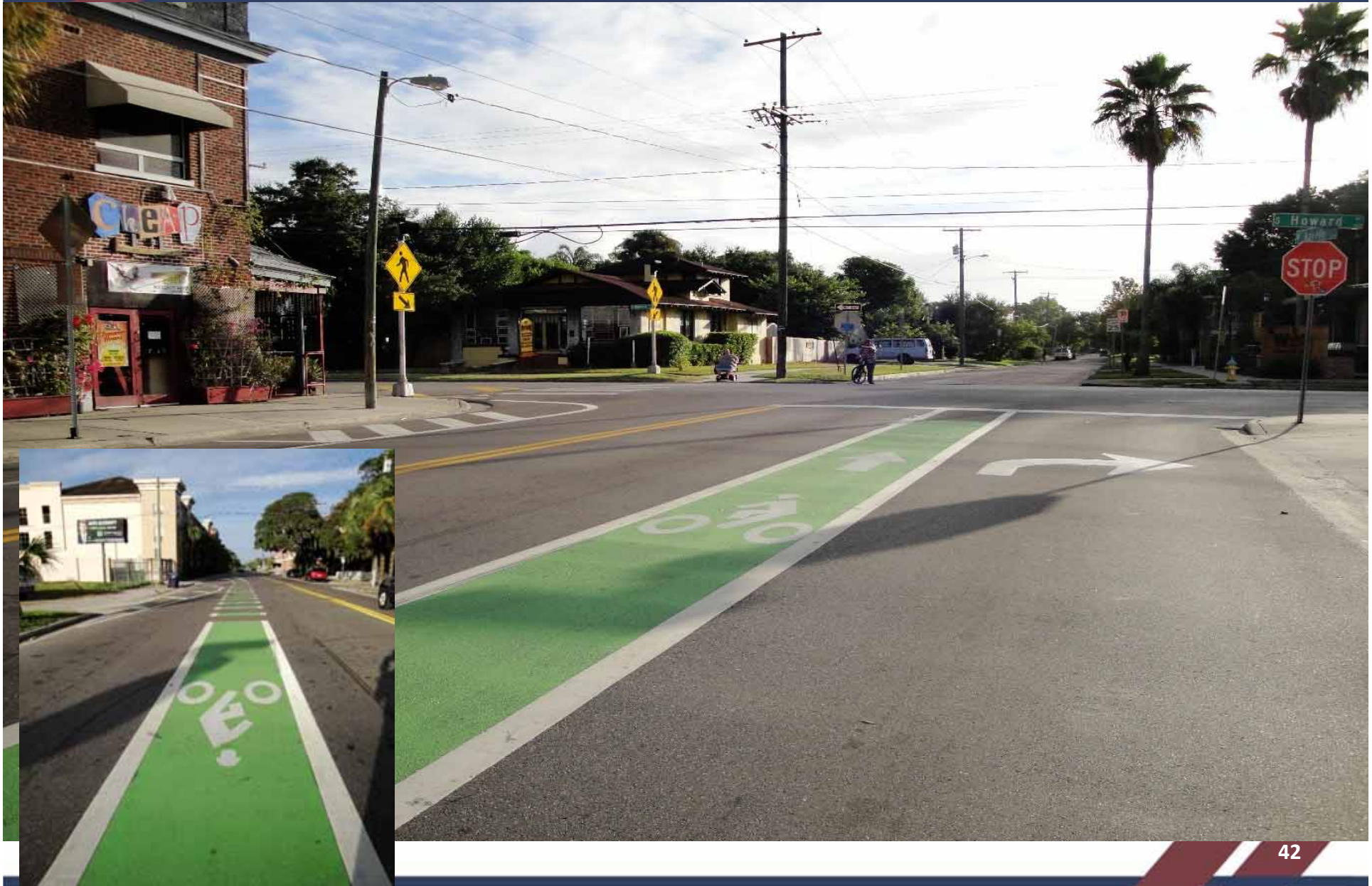
Marked Bike Lanes

Designated On-Street
Parking

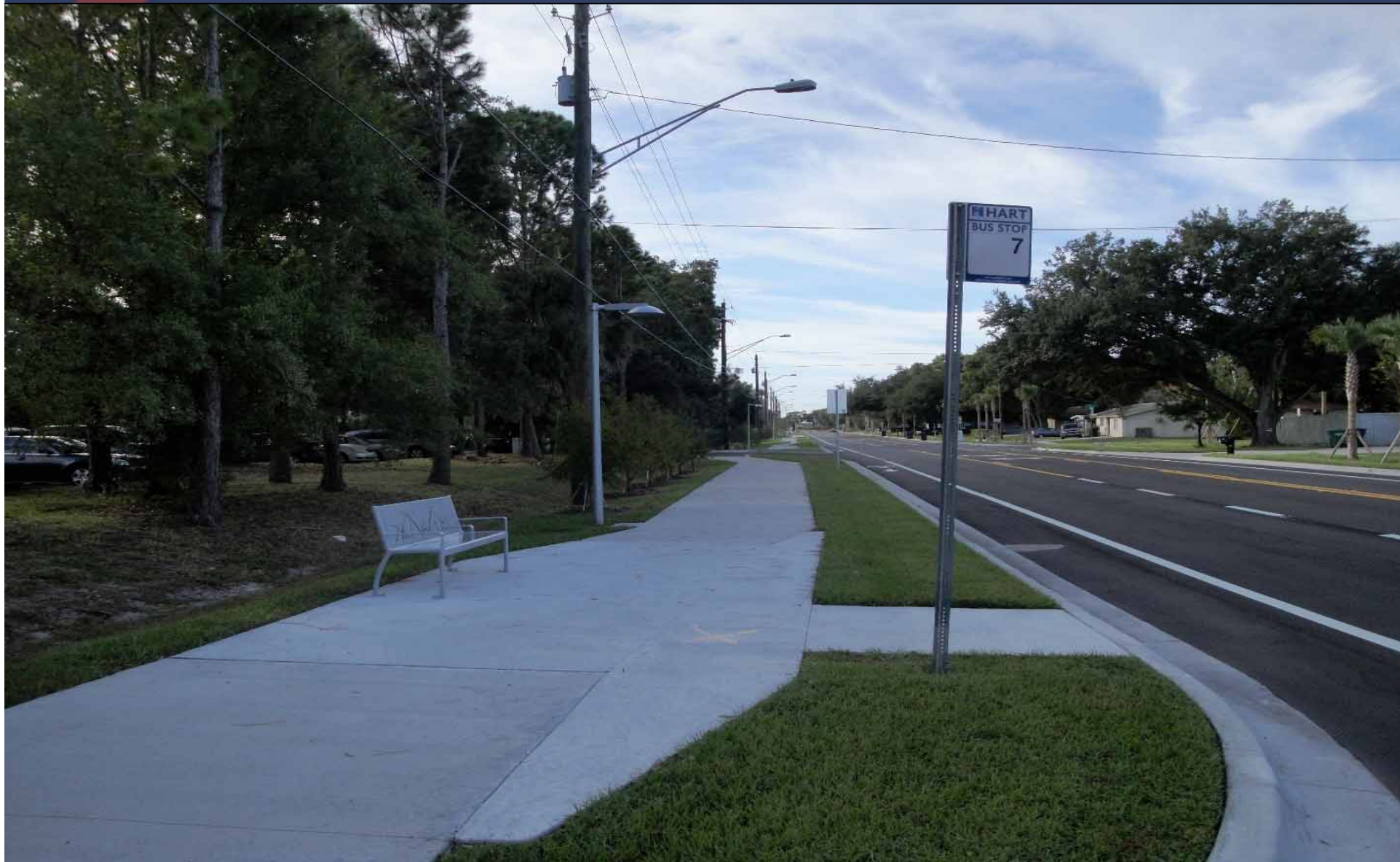


AFTER

Azeele Street – Resurfacing Program



Lois Ave – Complete Streets



Completed LAP Projects

22nd Street (Completed 2013)



40th Street (Completed 2012)



Bayshore Blvd Ph 2 (Completed 2015)



Cross Creek Blvd (Completed 2015)



Current Walk-Bike LAP Projects

Bougainvillea Ave (Construction 2016)



Palm Ave (Construction 2016)



Cypress St. (Construction 2016)

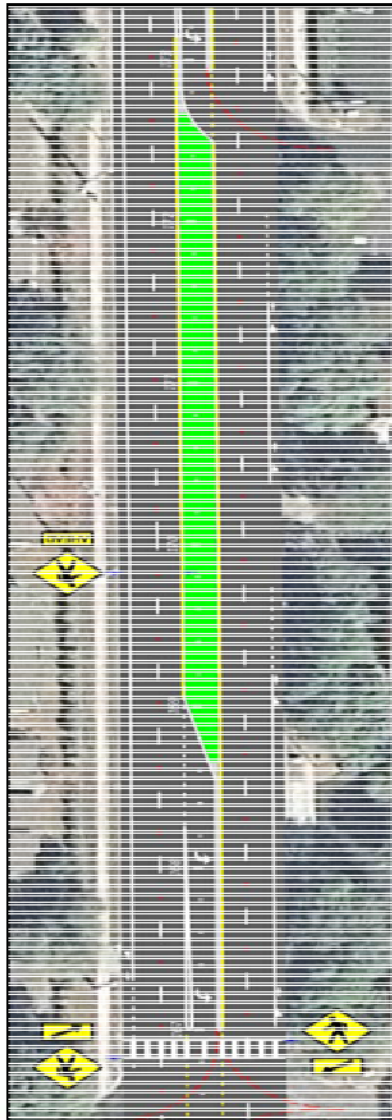


Willow Ave (Construction 2017)



Highway Safety Improvement Program (HSIP) Projects (Design)

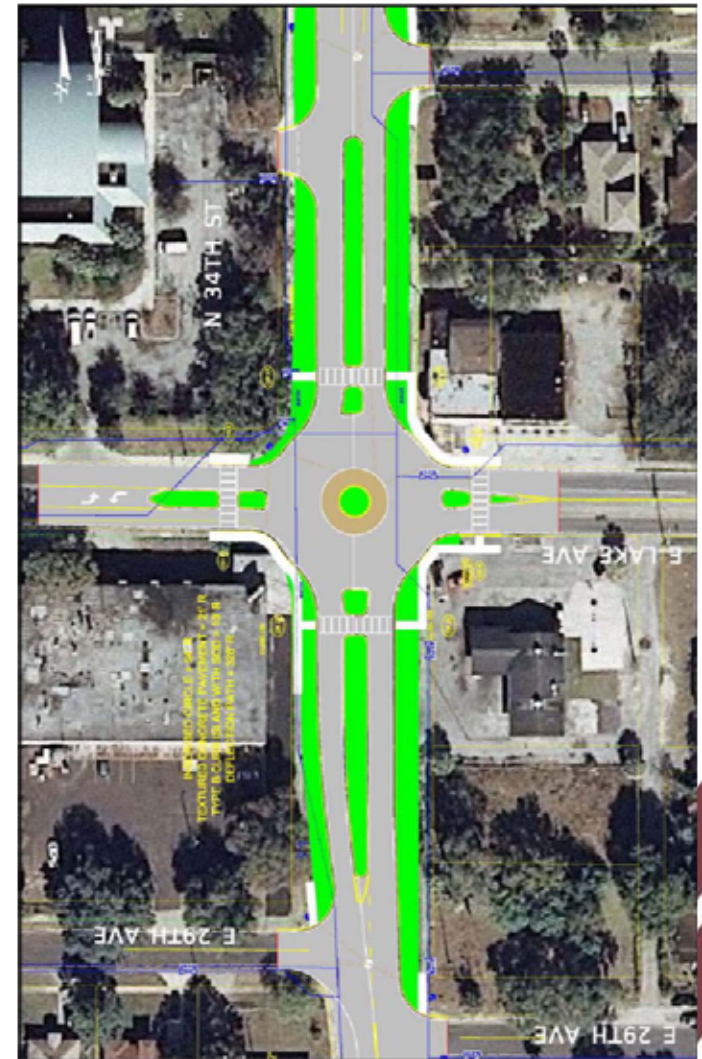
Himes Ave (in Design)



Hyde Park Ave &
Plant Ave (Constr. 2016)



34th St (in Design)



Future Walk-Bike LAP Projects



- 46th St. Multi-Use Path and Sharrows
- Columbus Dr Complete Street
- Floribraska Ave Complete Street
- Rome Ave Complete Street
- Green Spine Cycle Track Phases 2 & 3
- Projects prioritized in MPO Transportation Improvement Program (TIP)
- Projects currently under Work Program consideration by FDOT



Columbus Dr Complete Street

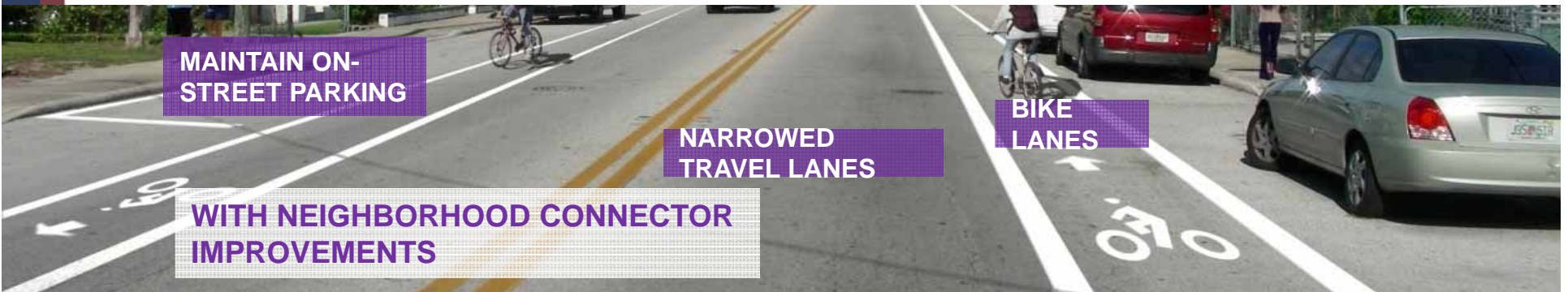


MAINTAIN ON-STREET PARKING

NARROWED TRAVEL LANES

BIKE LANES

WITH NEIGHBORHOOD CONNECTOR IMPROVEMENTS



Floribraska Ave Complete Street



BIKE
LANES

LANE REALLOCATION
4-LANES TO 3-LANES

WITH NEIGHBORHOOD CONNECTOR IMPROVEMENTS

East-West Green Spine Phases 2 & 3

- o Concept Development (2015-16)
- o Design (2016-17)



East-West Green Spine

Future Nuccio Parkway Cycle Track and Linear Park

Existing



Currently Underutilized and Oversized Roadway Corridor

Proposed



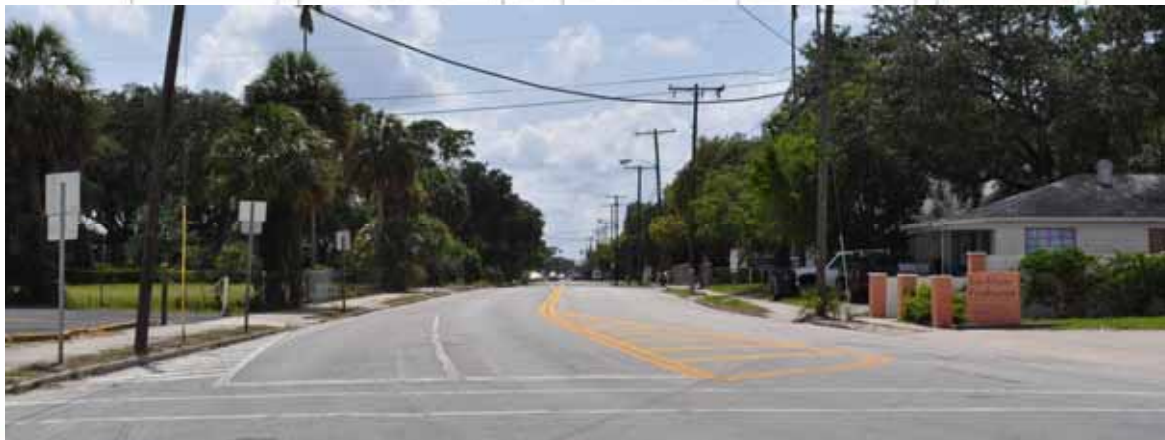
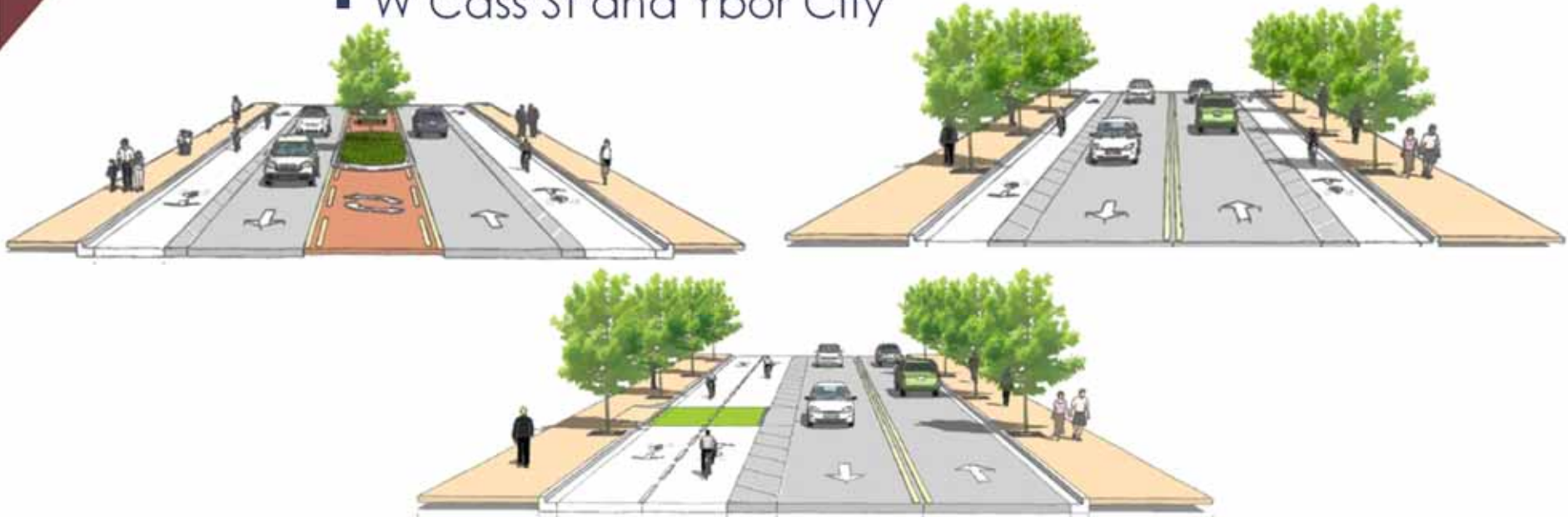
Bikeway and Pedestrian
Complete Street Corridor



East-West Green Spine

o Neighborhood Streets – Alternatives

■ W Cass St and Ybor City

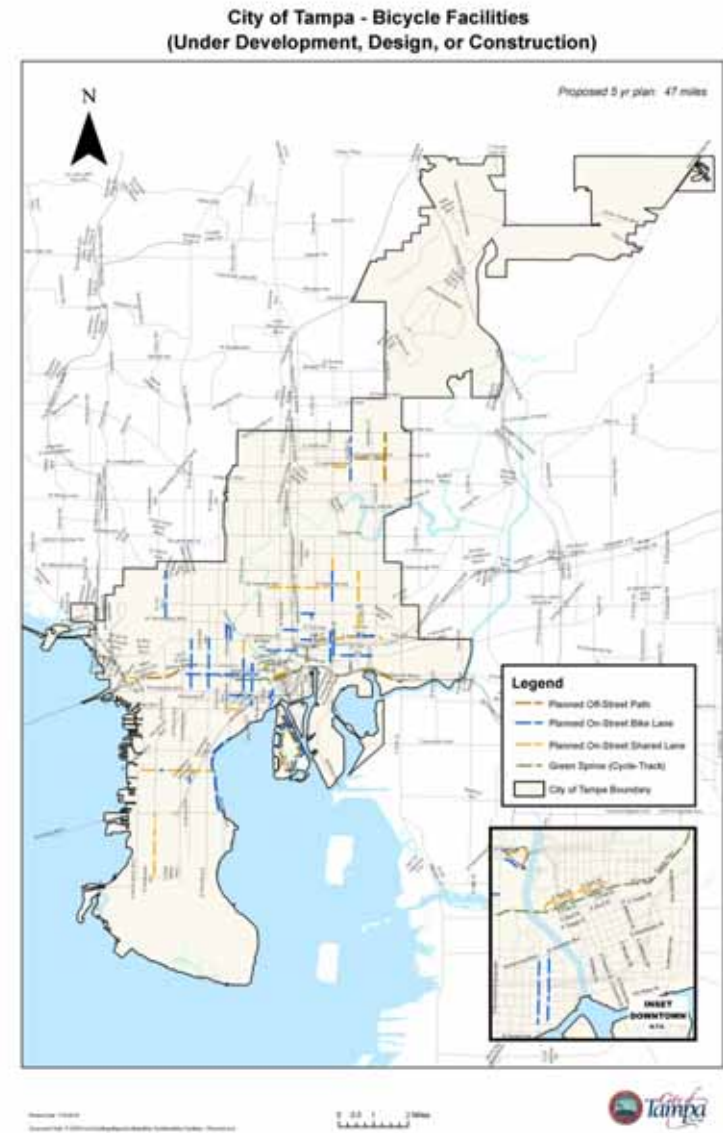
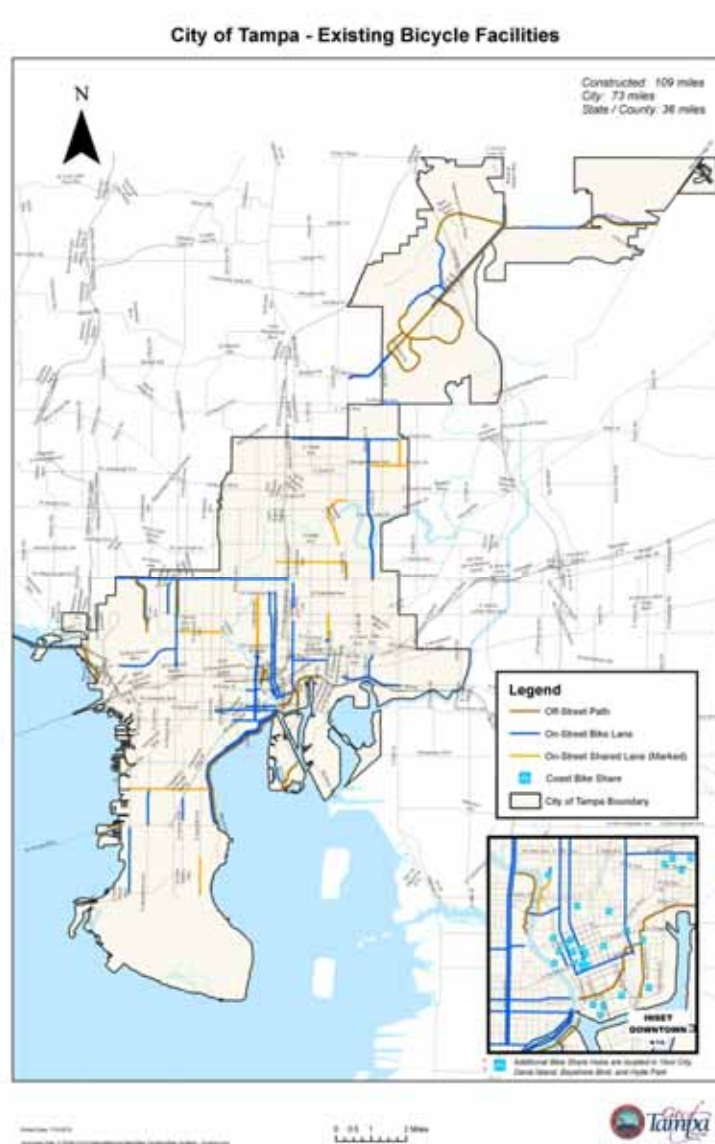


Bicycle Facilities within City

Walk-Bike Plan:
413 Miles

Existing:
115 Miles

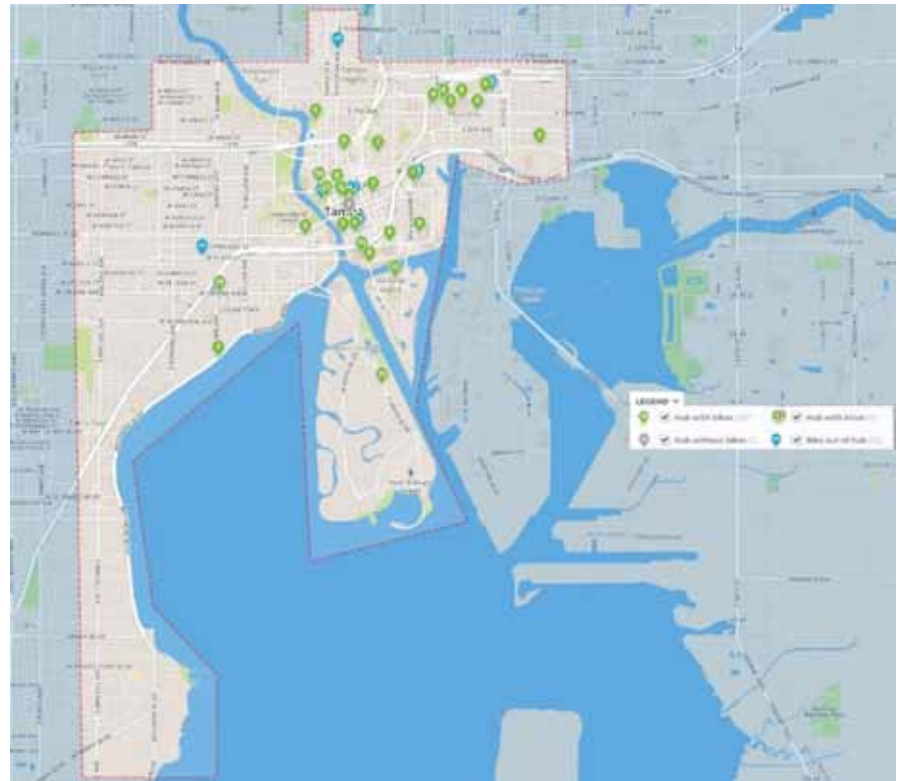
In Progress:
41 Miles



Enhanced Mobility

- Bike Share Programs


COAST
BIKE SHARE
TAMPA, FL



Enhanced Mobility

- Connecting multiple modes of transportation



- Connecting multiple modes of transportation



Enhanced Mobility

- Connecting multiple modes of transportation



Economic Development

- Bike Benefit Districts
 - Opportunities for businesses and private companies to benefit from improved mobility
- Events & Programs
 - Walk & Bike Events
 - Bike Share



Economic Development



- Riverwalk
 - Over 300 events along Riverwalk annually



Initiatives & Recognitions



- First in the State to install Shared Lane Markings (2010)
- Appointed City's First Bicycle and Pedestrian Engineer (2013)
- Coast Bike Share Program – Deployed Bike Share program with 300 bicycles. (Cycle Hop and Social Bike) (2014)
- Bicycle Friendly Community Award – Honorable Mention (2014)
- Walk Friendly Community Award – Recognition (2014)
- Cyclovia (w/FDOT, Tampa Downtown Partnership, MPO & others) (2014)
- Bicycle Friendly Business District – 14 Downtown Businesses (2015)
 - Tampa Downtown Partnership, FDOT, Pedal Power Promoters and City Planning and Development, Economic and Urban Development Depts.
- State Surgeon General Healthy Weight Community Champion (2015)
 - Recognized Tampa's Bike Share Program, Bicycle and Pedestrian Improvements
- Planning Commission Chairman's Award – Platt St & Cleveland St (2015)



Thank You! Questions?

